Ship and Voyage Details

- **Name of ship:** S.S. FLYING ARROW
- **Official number:** 247268
- **Port of registry:** San Francisco
- **Operator (1945):** Mississippi Shipping Co. (Delta Line) / War Shipping Administration
- **Register tonnage (net):** 3508
- **Name of master:** M. SolNordal
- **Number of his certificate:** 172731
- **Date of commencement of the voyage:** 2-28-45
- **Nature of the voyage or employment:** Foreign
- **Date of the end of the voyage:** 6-4-45
- **Governing load-line mark:** Summer

Draft Records

Port of Sailing	Date of Sailing	Draft Forward	Draft Aft	Load-line mark (Port)	Load-line mark (Starboard)
San Francisco	3-14-45	24'02"	24'07"	above 1'05"	above 1'05"
Tacloban P.I.	5-14-45	12'00"	21'07"	9'00"	9'00"

Ship's Logbook Entries: S.S. Flying Arrow (1945)

March 13th, 1945

- **Location:** San Francisco, CA
- **Entry:** William L. Moore, 2nd Cook, rejected by WSA Port medical examiners. Paid off this March 11, 1945 by mutual consent, before U.S. Shipping Commissioner.
- **Signatures:** M. Schnardal, Master; Wm. L. Treventon, Purser.

April 11th, 1945

- **Location:** Tacloban City, P.I.
- **Entry:** Sanitary inspection this date.
- **Signatures:** Alex Cavalebeiri [unclear], Class; [unclear], USCG Examining Officer.

April 16th, 1945

- **Location**: Tacloban, P.I.
- **Time**: 8:30 P.M..
- **Incident**: While the vessel was discharging cargo at Pontoon Dock, a U.S. Army Cargo Vessel, FS-350, drifted against the S.S. Flying Arrow's stern while coming up to dock astern.
- **Damage Reported**: The collision carried away the wake light and pipe guard rails around the stern light. The vessel was given a "severe jar" upon contact.
- **Notes**: Possible further damage to the rudder or underwater parts was not immediately ascertained due to darkness and the location being under the stern.
- **Signatures**: A. [unclear], Chief Mate; M. Schnardal, Master.

April 18th, 1945

- **Location**: Tacloban, P.I.
- **Time**: 11:30 A.M.
- **Incident**: While the vessel was laying at Dock #4 discharging cargo, a U.S. Army Derrick barge (later identified as B.D. 127) dented the ship's shell plate and frame #45 while coming alongside under power of one tug.
- **Damage Reported**: The dent was on the starboard side of the lower 'tween deck, located $5 \frac{1}{2}$ feet below the main deck line. The dent was approximately 16" square and 3" to 4" deep, including one and possibly two bent frames.
- **Signatures**: G. Andersen, Chief Mate; M. Schnardal, Master.

May 9th, 1945

- **Location**: Tacloban, P.I.
- **Time**: 6:00 P.M.
- **Personnel Action**: Columbus Neal, Crew Pantry Mess, was logged for neglecting his duty of keeping the crew pantry clean.

- **Details**: Despite repeated warnings by the Steward and the Master, the pantry was found at 6:00 P.M. with dirty dishes on the sink board, in the sink, and a dirty deck.
- **Forfeiture Inflicted**: The man was fined 2 days regular pay ($5.83), 2 days of 100% bonus including $0.85/day ($6.67), and 2 days of $5.00/day area bonus ($10.00), for a total fine of $22.50.
- **Signatures**: Frank Mansfield, Steward; M. Schnardal, Master.

May 11th, 1945

- **Location**: Tacloban P.I.
- **Time**: 2:56 P.M.
- **Incident**: When the vessel left Anibong Dock, slight undetermined damage was done to the end of the dock or dolphins.
- **Vessel Condition**: No damage was sustained to the vessel itself.
- **Operational Details**: The vessel had a pilot, V.O. Manibay, on the bridge and was assisted by two Army tugs. One tug was on the bow with no line to the ship, and another was on the stern with a line to the ship.
- **Cause**: A strong ebb tide set the vessel against the dock. While the stern tug was supposed to pull the vessel away from the dock, there was no cooperation between the pilot and the tugs. The tugs did not pay attention to the pilot's orders and began pulling or turning the vessel before it was clear of the dock, causing the damage.
- **Signatures**: W.L. Treventon, Purser; M. Schnardal, Master.

Ship's Secret Logbook: S.S. Flying Arrow (1945)

The following is a summary of the “Secret” logbook for the S.S. Flying Arrow. The secret log book was a restricted record of wartime operational information that could not safely appear in the ship’s normal log. If a vessel were captured, sunk, or boarded, the regular log might be lost or inspected. The secret log was meant to be destroyed immediately to prevent enemy intelligence from learning sensitive details. The secret log was generally maintained by the master, chief mate, or radio officer.

The following details the entire journey from departure to return:

Phase 1: Departure and Transit to Hawaii (March 14 – March 20)
The journey began with poor visibility and rain as the ship cleared the California coast.

- **March 14, 2:45 PM**: Left Pilot Station, **San Francisco**.
- **March 14, 4:00 PM**: Passed Farallon Light House; visibility was poor due to rain.
- **March 15 – 19**: Transit across the Eastern Pacific, maintaining a base course of roughly 244° to 239°.
- **March 20, 10:34 AM**: Passed Diamond Head Lighthouse, **Hawaii**.

Phase 2: Central Pacific and Eniwetok (March 21 – April 3)
After passing Hawaii, the ship continued west toward the Marshall Islands.

- **Defensive Measures**: The crew sighted several aircraft (PB2Y and C-54 types) and commenced zig-zagging maneuvers on March 21.
- **March 24/25**: The ship crossed the **International Date Line** (moving from 175° 52' W to 178° 15' E).
- **March 28, 6:00 AM**: Arrived at the entrance to **Eniwetok**.
- **March 28, 11:00 AM**: Anchored in 22 fathoms of water at Anchorage I, Berth #9.
- **March 29, 10:55 AM**: Departed Eniwetok to continue the voyage.
- **March 29 - April 3**: Transit across the Western Pacific, maintaining a base course of rough 249° to 282°.

Phase 3: Arrival and Operations in the Philippines (April 3 – May 14)
The ship moved through the Caroline Islands (Koror) before reaching the Philippines for extensive cargo operations.

- **April 3, 6:30 AM**: Arrived at Koror Passage Entrance and anchored briefly.
- **April 5**: Arrived at **San Pedro Bay Light**, anchoring in Anchorage #45.
- **April 14 – May 11**: Cargo discharge operations at **Tacloban** (Dock #4) and Anibong Dock.
    - The ship used 3 gangs to discharge cargo.
    - Operations included discharging into barges while at anchorage.
- **May 12**: Received 1,104 barrels of fuel oil from vessel **IX-143**.
- **May 14, 12:00 PM**: Final departure from the Philippine area.

Phase 4: Return Voyage to San Francisco (May 15 – June 1)

The return trip followed a northeasterly track back toward the United States.

- **May 15 – 23**: The ship moved from the Philippines toward the mid-Pacific.
- **May 24, 8:04 AM**: Re-crossed the **180th Meridian** (International Date Line).
- **Late May**: The log notes "Clear & Fine" weather with "Smooth seas" as they approached the West Coast.
- **June 1, 5:36 PM**: **Arrival at San Francisco Light Vessel**, completing the round trip.

Summary of Noon Positions and Distances

Date (1945)	Position (Noon)	Significant Events & Remarks	Distance (miles)
Mar 14	Departure	Left Pilot Station, San Francisco (2:45 PM); passed Farallon Lighthouse (4:00 PM).	
Mar 15	35° 32' N, 128° 00' W	Base course noted as "Variable."	
Mar 16	32° 00' N, 134° 28' W	Sighted two aircraft, including a PBY patrol bomber.	
Mar 17	30° 17' N, 140° 53' W	Continued on a base course of 244°.	
Mar 18	27° 03' N, 147° 04' W	Sighted a C-54 aircraft on a westerly course	384
Mar 19	24° 00' N, 152° 49' W	Commenced zig-zagging at 8:00 AM.	373
Mar 20	20° 55' N, 158° 00' W	Passed Makapuʻu Point and Diamond Head Lighthouse (Oahu, Hawaii).	350
Mar 21	19° 33' N, 163° 28' W	Ship sighted on horizon; resumed zig-zagging at 6:00 PM.	364
Mar 22	18° 40' N, 169° 54' W	Clear and fine weather with a small following sea.	368
Mar 23	17° 25' N, 175° 52' W	Last noon position recorded in West longitude before crossing the IDL.	349
Mar 25	16° 07' N, 178° 13' E	First noon position after crossing into East longitude.	348
Mar 26	14° 29' N, 172° 30' E	Partly cloudy weather	348
Mar 27	12° 43' N, 166° 35' E	Proceeding toward the Marshall Islands.	360
Mar 28	Arrival Eniwetok	Entered Eniwetok Atoll; anchored at Berth #9 in 22 fathoms.	
Mar 29	11° 09' N, 162° 19' E	Departed Eniwetok Atoll at 10:55 AM.	14.5
Mar 30	12° 17' N, 156° 55' E	Partly cloudy	383
Mar 31	12° 50' N, 149° 47' E	Continued transit across the Philippine Sea.	362
Apr 1	10° 45' N, 144° 46' E	Cloudy weather with a small following sea.	310
Apr 3	7° 55' N, 134° 35' E	Arrived at Kossol Passage Entrance; proceeded to anchor.	
Apr 4	9° 52' N, 131° 29' E	Departure from Kossol Roads	301
Apr 5	Arrival Leyte	Arrived at San Pedro Bay, Leyte; anchored at Anchorage #45.	

		Total Outbound Distance:	4,616
Date (1945)	**Position (Noon)**	**Significant Events & Remarks**	**Distance (miles)**
May 14	Departure	Left Conway Anchorage for final departure from the Philippines at noon.	
May 15	9° 56' N, 128° 25' E	Partly cloudy with a smooth sea.	211
May 16	8° 31' N, 130° 49' E	Continuing eastward	167
May 17	6° 48' N, 134° 21' E	Encountered rain	250
May 18	9° 39' N, 140° 09' E	Base course of 63°	384
May 19	10° 31' N, 146° 30' E	Partly cloudy with a small head sea.	378
May 20	11° 11' N, 152° 47' E	Moderate head sea	370
May 21	11° 06' N, 159° 00' E	Wind at Force NE-4; moderate head sea.	360
May 22	11° 57' N, 165° 01' E	Distance traveled	359
May 23	12° 39' N, 171° 03' E	Distance traveled	365
May 24	15° 20' N, 176° 59' E	Crossed 180° Meridian at 00:04 AM, returning to West longitude.	358
May 25	16° 50' N, 176° 48' W	Clear weather; moderate head sea.	370
May 26	18° 02' N, 170° 19' W	Distance traveled	380
May 27	21° 28' N, 158° 35' W	Clear and fine weather	405
May 28	25° 42' N, 152° 20' W	Base course of 52.5°	400
May 29	29° 37' N, 146° 11' W	Distance traveled	401
May 30	32° 44' N, 139° 26' W	Base course of 63°	390
May 31	35° 30' N, 132° 07' W	Overcast; distance traveled	403
Jun 1	37° 39' N, 124° 40' W	Final noon position recorded before arrival.	381
Jun 1	Arrival S.F.	Arrived at San Francisco Light Vessel at 5:36 PM.	
		Total Inbound Distance:	*6,332*
		Round Trip Distance:	***10,946***